Jim Crow Car Laws – 1916

Chicago, Ill.
Public
JAN 14 1916

WHEN A NEGRO WANTS A BERTH.

William Pickens in The Crisis.

Mr. Spingarn and I were to speak in Louisville on Sunday, July 5. It was at a great sacrifice of home interests that I could be there at that time. But, notwithstanding that, I had to go at least twenty-four hours earlier because I could not get a berth than I should have had to go if I could have gotten a berth from Birmingham to Louisville. And so, going up, I left Birmingham on Friday and reached Nashville by night and stopped with friends in the city until Saturday. This made me lose twenty-four hours from very pressing work at home—the cost of discrimination.

From Nashville I went to Louisville on Saturday and as soon as I reached Louisville I began to plan how I could get a berth back to Birmingham, leaving Louisville Sunday night after speaking Sunday afternoon. I knew that it would be dangerous for me to sit up all night going back after standing on my feet and lecturing for several hours in Louisville (two engagements Sunday, P. M.), and I knew, too, that I must be back home on Monday for business reasons.

Sunday morning, as soon as I had eaten breakfast, I started on the quest for Pullman accommodations, which quest, as you will see, lasted until after 9:40 that night.

First the secretary of the colored Y. M. C. A. and I went to the 10th St. Station and bought my railroad ticket. Then we went back to the Y. M. C. A. headquarters and summoned a messenger from the Western Union. We instructed the messenger to take my railway ticket to the station and purchase a Pullman ticket to Birmingham "for party," not giving name or color.

The boy came back empty handed, saying that they did not sell Pullman tickets in the station any more and that they must be gotten by the "party" as party got on the train. We suspected that perhaps the boy had struck the same agent who had just sold me the railway ticket.

We were baffled but not yet beaten: we formed several new plans, one of which was to send a "white Negro" for the ticket; another was to send another messenger boy later in the evening when that agent was off duty; and another was to look up the assistant passenger agent of the L. & N. Railroad, with whom the Y. M. C. A. secretary is acquainted.

Meanwhile, I had missed morning church services and Sunday school, in this Pullman ticket quest, and it was getting to be time for the afternoon mass meeting when Mr. Spingarn and I were to speak. I had spent all of Sunday morning with all the ingenuity I could summon, in efforts to cheat the prejudice of the white people out of the privilege of buying this plain necessity of travel.

As I sat waiting my turn to speak and seeing Mr. Spingarn delivering his great anti-segregation address with the light of battle in his eyes, a new idea and inspiration came to me. I said, "I will get this true man's assistance in my present struggle for a sleeping-car berth."

After meeting I laid the matter before him. We immediately set out for the station. Mr. Spingarn went in; I stepped outside on the corner, so as not to lend too much "color" to the situation. He came out with the same report, that Pullman tickets must be bought on the car from the Pullman conductor.

We knew that if a black man went to buy a Pullman ticket on the train the stereotyped lie would be told him—"all space is taken"—even though, as in my case, he had previously made a reservation by telephone. For early in the day I had taken the precaution to order over the telephone "lower number six for William Pickens." They could not tell the color of my voice so they made the reservation quite politely.

So it seemed that the battle was to be lost. Most men would have given up the fight at this stage but not Spingarn. He said, "I will go to my hotel and send through them for that ticket, and if they fail, look for me here at the depot twenty minutes before the train leaves." They failed. I learned this from the hotel over the telephone.

At 9:20, therefore, with two other "conspirators," the Y. M. C. A. secretary and the colored pastor of the First Congregational Church, I entered the depot to await the appearance of our energetic confederate, Joe E. Spingarn. He was the most determined man I ever saw. With the fire of desperate battle on his countenance, he said, "There is just one way left—the great American proxy; you have your suitcase, hand me your ticket and follow me."

We passed the gateman, he said not a word to me: he saw me bearing a white man's burden as he thought. We went straight to the Pullman conductor: "Lower number six for William Pickens," said Spingarn. The conductor and porter politely admitted us—heeding not me, the burden bearer.

Inside my fellow conspirator handed me the tickets, chuckled a mixture of triumph and indignation and left the car. Certain passengers noticed and interpreted these last movements, as I observed. My berth was ready, so I retired. When the train was moving on the conductor, having been enlightened by these observers, pulled aside the curtains of my berth and with his diagram in his hand and insolence in his voice demanded: "What is your name?"

"William Pickens," said I, placidly.

"Well, you ain't the one that asked for this reservation at the door."

"No," said I, "but I *am* the one *for whom* it was asked, and I am the one who made the reservation over the telephone." This silenced him. He accepted my two dollars and fifty cents; I drew my curtains to and slept until seven A. M., within one hour and a half of Birmingham.

By my fellow passengers I was eyed in that strange mysterious way, peculiar to Americans, as if a Negro was the rarest sight on this continent—but I was not accosted. I learned from the porter that they had gallantly informed the conductor of my intrusion, soon after Mr. Spingarn left, and that they had asked the porter how I could be put out. Being informed that I had the best of the game and that this was impracticable, they quieted down and discussed the "race question" in their various corners.

The berth cost me: a messenger's fee, thirteen ours of work, worry and strategy, my attendance t morning church services, part of my dinner, art of my time for evening address, the assistnce of at least six other persons, three trips to the tation, and *the regular fares.*

And yet they say that "Jim-Crowism" is no burden to the black man.

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So long as society is founded on injustice the function of the laws will be to defend and sustain injustice. And the more unjust they are, the more respectable they will seem.—Anatole France.

EVENING SUN
s: Baltimore, Md.

A Colored Man Replies To A Criticism Concerning Negroes In Street Cars.

To the Editor of The Evening Sun:

Sir—In the Forum of November 28 there appeared an article by Cesky Kavalir, in which it is made to appear that on certain lines of the United Railways colored folks make themselves obnoxious to white passengers and insist on occupying the "best seats" in the car; that they always make for the empty seats, instead of coupling up, thus keeping white people out of them. Now, as to occupying only empty seats, where there are empty seats, this is probably true, and for more reasons than one. As a frequent rider on the street car lines I find this is largely true of all passengers, more especially in warm weather.

But there is another side to this question which, in all probability, your correspondent has, perhaps, never noticed, and that is one seldom ever sees a colored man deliberately take a seat in a cross section car by the side of a white person if there is another seat in the car conveniently vacant. I have seen colored persons walk the entire length of a car to get a seat beside a colored person rather than take a seat by the side of a white person. There is a reason for this, and if your correspondent will exercise a little gray matter he will find out the cause.

Again, there are lines in the city which run largely through congested districts of colored people (thanks to the segregation law), and as it is most convenient for them to ride on these lines then why should it be otherwise? As to the question of colored men sitting while white women stand, the white women have their own lords and masters to thank for this. There was a time when every colored man would get up and give his seat to any woman that came into a car; but when he found that the same courtesy was not extended to his wife and daughter he finally stopped getting up altogether.

Now, Shakespeare puts into the mouth of Shylock certain truths which apply to the colored man, that he has feelings the same as other people; he is sick like other people; he likes and loves as other people, and feels pain as other people, and so if our white friends would just remember this, many painful situations might be avoided.

A Colored Man.

Baltimore, Nov. 30.

The Jim Crow street car measure intended for Baltimore has been defeated in the legislature of Maryland. One of our race publications had this by way of comment: "The legislators, both Republicans and Democrats, who aided in killing the mischievous measure in its incipiency, deserve thanks of all the good thinking people, without regard to race or color in the city of Baltimore." Doubtless the colored people should be thankful for their salvation, but if the Democrats and Republicans were for them who could have been against them? "A strange world mi masters."

SUN
Baltimore, Md.
DEC 2 1915

OBJECTS TO NEGROES ON CARS

W. S. Dubel Suggests Change In Preston St. Line Or Trippers.

W. S. Dubel, who has been complaining to the Public Service Commission against the olfactory and other offenses given him by colored passengers on the Preston street line, and who was given a setback when Traffic Expert Duer and the company's representatives admitted that there was a certain amount of reasonableness in Mr. Dubel's complaint, but said the conditions could not be remedied, returned to the attack yesterday.

He sent another letter to the commission, in which he said that the people would not suffer long continuance of present conditions, and suggested that Mr. Duer and the railway experts stop taking an "academic" view of the matter. He also suggested that the problem might be solved by diverting the Preston street line toward the centre of the city at Richmond Market by running trippers to the market. The colored population is west of the market, and diversion of the line to the centre of the city would end its usefulness to them.

City Councilman Tolson, of the Sixteenth ward, sent the commission a letter supporting Mr. Dubel's proposals.

CONDUCTOR ORDERS GUESTS FROM DINING CAR

CHICAGO DEFENDER NEWS SERVICE

Green River, Wyom., Aug. 25.—Cooper Smith and wife went into the dining car on the Union Pacific railway to get their meals and were asked to leave the car by the white conductor, H. E. Betterson, who was in charge of the car, No. 353. Mrs. Smith had taken a chair when told that people of her color were not served by that road. Mr. Smith, who opens at the Orpheun theater in San Francisco, will sue the railroad company.

EAGLE

s: Brooklyn, N. Y.

NO JIM CROW CARS.

Editor Brooklyn Daily Eagle:

The August number of Crisis reproduced your comment concerning the sin Mrs. Major Moton committed in daring to enter a Pullman car. The wife acted more wisely than did her husband. No doubt she wanted to test that law and expose its silliness to the world. Bad laws should be repealed by breaking them.

Jim Crow laws have caused many difficulties and will continue to do so until killed. The sooner the public sees that the better.

Negroes are Americans and must be treated as such.

RAYMOND VERNIMONT PRIEST.

Denton, Tex., August 24, 1916.

s Nashville, Tenn. GLOBE

BIG VICTORY IS SCORED

Negroes Visit Railroad Commission—Equal Accommodation Secured.

Addie, La. May 23—Special to the Nashville Globe:

The Negroes of Louisiana have scored another victory along the line of equal accomodations on the railroads. The accomodations given the colored patrons throughout the state has been very undesirable in every way. The Railroad Commission for the state was in session at Baton Rouge today, so a commission of the representative Negroes of the state went before the august body for the specific purpose of asking for better accomodations throughout the state of Louisiana on all railroads. The Commission heard the committee and after their argument ruled that all Louisiana railroads must provide equal accomodation for Negroes within sixty days, which is a decided victory for the Negroes of the state

KILL JIM CROW BILL IN KENTUCKY HOUSE

The New York Age

LOUISVILLE, KY.—The legislature has adjourned, and the infamous Knight Separate Car Bill died in committee of the House. The Senate passed the bill by a vote of 18 to 12, and it was feared that the House would also pass it.

3/23/16

Strong opposition was developed by two of Louisville's strongest white papers, the *Courier-Journal* and the *Evening Post*. The mayor spoke against the bill but a number of the commercial organizations favored it. 3/23/16

TIMES

LOUISVILLE KY

row.

CLAIMS FORMER JEOPARDY IN "JIM CROW" CASE.

The Times Special Service.

Covington, Ky., April 28.—When the case of the L. & N. Railroad Company, charged with violating the "Jim Crow" law by not furnishing separate coaches for whites and negroes, was called to-day Attorney Rouse entered a plea of former jeopardy, claiming that the company was fined on a previous occasion on this charge. Judge Tracy had ordered a jury to return a verdict assessing a fine of not less than $500 nor more than $1,500 against the company when the plea was made by the company's attorney. The case will be appealed.

BALTIMORE, MD. SUN

JAN 21 1916

WANTS JIM CROW STREET CARS

Delegate McCusker Offers Bill Affecting The United Railways.

[From The Sun Bureau.]

State House, Annapolis, Jan. 20.—Race segregation in street and railway cars is the object of a bill introduced in the House today by Delegate McCusker, of Baltimore.

The bill provides that certain seats must be set aside in every train or car for whites, and certain others for colored passengers, and that such seats must not be used except as designated. There must be no discrimination in the quality of accommodation.

Penalties of $5 to $25 fine are provided for every violation of the act, and the same penalty for any person who refuses to comply with the order of a conductor as to the seat to be occupied.

Boston, Mass.

NOV 1916

Carrier — requiring white sheriff to ride in colored car. A railroad company is held not liable in damages in the North Carolina case of Huff v. Norfolk-Southern R. Co. 88 S. E. 344, for requiring a sheriff in charge of a colored prisoner, whom it is necessary for him to accompany, to ride in the car set apart for colored passengers, rather than permitting him to take his prisoner into the car appropriated to the use of white persons.

Supplemental annotation on the liability of a carrier for placing a white passenger in a car for colored persons accompanies this case in L.R.A.1916E, 278.

TIMES

LOUISVILLE, KY

6 191

"JIM CROW" VIOLATION.

The Times Special Service.

Covington, Ky., April 6.—As a result of the first "Jim Crow" conviction in Kenton county Judge F. M. Tracy to-day fined the Louisville & Nashville Railroad Company $500. A jury found the company guilty on an indictment charging that it failed to furnish separate coaches for white and negro passengers.

JIM CROW BILL PASSES.

Chicago Defender

3/25/16

Frankfort, Ky., March 17.—The Knight Bill which seeks to put "Jim Crow" street cars on the Louisville City Railway, was passed in the State Senate a few days ago by a vote of 18 to 12. Prejudice is growing in all parts of Kentucky and Louisville, at one time one of the fairest cities in America is becoming a door to hellishness of the South. It is hoped that the bill will be killed by the House or that Gov. McCreary will not sign it if it passes.

MAYOR SCORES JIM-CROWERS

Louisville, Ky., December 28.—Mayor Buschmeyer has announced that he will veto any bill passed by the City Council to 'Jim Crow' the street cars of the city. Senator Knight is fathering such a bill and threatens to try and get the State Legislature to enact one, should the City Council refuse. Many of the members of the city lawmaking body are opposed to such legislation, and helped to defeat a similar measure six years ago.

Jim Crow Car Laws – 1916

A GOOD MOVE

Southwestern Christian Advocate

A National Negro Travelers Protective Association was organized in Birmingham, Ala., October 5-7. The meeting was called by Messrs. C. E. Howard and Geo. W. Powell, two men who are interested in better accommodations for our people and who are deserving of the help and support of all.

Most railroads in the South violate both the letter and the spirit of the separate car law. If they were doing this with the hope of creating sentiment for the repeal of the law that would be entirely different. But the railroads are forcing upon the colored traveling public all sorts of inconveniences and thereby swelling their profits. The roads furnish inferior accommodations and hide behind the separate car law. Such treatment accorded to colored patrons by railroads is not only contrary to the law but is contrary to all sound business principles. The colored citizens of the Southland should not rest until they abolish the unequal accommodations in the coaches allotted them by the railroads. They want, and should demand, clean, sanitary, comfortable coaches and waiting rooms and equal meal service in depots. In proportion as the demand is made in proportion will the service improve. The trouble has been that the Negro has simply accepted the situation and the railroads took it for granted that they were satisfied.

The Southwestern has been for the past several years insisting on better accommodations for the colored traveling public. In this section we have been able to accomplish something. Take for instance at Lafayette, La., on the Southern Pacific, colored people had to go to the kitchen door for meals, now good meals are served in a clean dining room on the front. Likewise was the colored traveling public inconvenienced at Addis and Boyce, meal stations on the Texas Pacific. At the request of the Southwestern this has been changed. At Boyce, in particular we noticed recently a clean dining room on the front for colored patrons with polite attendants. When such accommodations are provided our people should patronize them and keep them clean by being cleanly themselves. This will go a long way in opening up better accommodations in other places.

We most heartily endorse the National Negro Travelers Protective Association. It is a move in the right direction and we urge upon our people to support the movement in every way possible.

THE RIGHTS OF THE CIRCUMSPECT

The Freeman 1/15/16

According to a report from Baton Rouge, La., the Negroes have won a victory as it concerns equal accommodations on the railroads in that state. The railroad commission for Louisiana in compliance with a demand made by a body of representative Negroes ruled that all Louisiana railroads must provide equal accommodations throughout the state, the same to come about within 60 days.

The ruling of the commission is not a victory in the proper sense, nor should it be so considered. No reflection is intended, since the rendering to one his own are at most times very agreeable happenings. Had there been a doing away with the separation idea it could have been set down as a victory. The commission, nevertheless, has done the very desirable thing, and the right thing according to the status of affairs in that section. Now if the railroad companies will do as they are ordered much of the hardship along that line will pass away. We say this advisedly, because there was another commission which ordered, because of the very laws, which created the dual systems, and which ordered, because of the agreement of the companies in answer to the thoughtful and earnest appeal of Booker T. Washington, because of the humane consideration due a part of the human family, not to speak of the, at least, theoretical equality of citizenship.

In spite of all of the preponderance of evidence in the Negroes' favor they stand in the beggarly attitude of praying for their own. And what's more, when granted it does have the appearance of victory, or a great concession by those who have the "power and authority" to withhold. Such is the condition that is set up by usage and custom, and as it were in the feudal days when men were afraid to claim their own souls. The master spirit is a terrible psychological force, and has ever been in the world.

Since the master spirit has ever been in the world it may be argued that it is the expected in the economy of civilization, institutedby no less authority than heaven itself. In fact, during slavery days, there were those who based the justice of slavery, or the domination of man over man, on words found in the Holy Writ. The universality of the thing, pervading everywhere even until this day, manifested in a thousand ways, and which comes under our daily observation, does seem to endorse the idea of man's subjugation by man.

Let this be as it may, it is equally true that the struggle to rise has also been universal. Up to day, down to-morrow, is the recorded history of the past, meaning, plain enough, that there is scant reason to take stock in the favored nation theory regardless of the great differences between people ethnologically considered. That is to say, that those farthest from the accepted standard of physical perfection as set forth by the leading peoples are not forever to suffer from the thing as from some unatoneable sin.

Domination, ownership of a kind, authority doubtless are very pleasing relations in life. Nor can we view it less pleasant for one than the other. Perhaps, there never was a cheerful slave in all of the world. This is proof enough that the thing of a too meek a submissiveness was not ordered of heaven. Gurth, the Saxon swineherd, of Ivanhoe fame, was as humble and as protestant against his fate as Uncle Tom of Harriet Beecher Stowe fame. The same slave and master spirit operated in either case, when the will of one was completely swallowed up in that of another. We have the entail of the days of slavery making for humbleness on the one side and dominance on the other, resulting in our many peculiar concerns where the Negroes are not expected. We are not trying to work around that seeming necessity for "jim crow" concerns owing to peculiar race development and character. The total race is not prepared for first-class contact, but the bed of Pisistratus should not become a modern inquisition. All do not fit it. Some are too long for it, others are too short, consequently the thing of evolution should have a share in the adjustment of conflicting conclusions. Butterflies are now no longer caterpillars. What will they do with them? If there must be separate concerns for the races based on opposing race conditions—a sentimental something—it is clearly the right of either race to have the full benefit of those things accorded by the laws—and which is more than sentiment.

LOUISVILLE'S MAYOR OPPOSES JIM CROW LAW

Special to The New York Age.

LOUISVILLE, Ky.—"I see no reason for the passage of a law by the Kentucky legislature providing that Negroes and whites must occupy separate seats on the street cars, and in the absence of a reason, such laws should not be adopted. * * * There is no demand for such a law from Louisville." 3/2/16

These words were spoken by Mayor Buschemyer, a died-in-the-wool Democrat and the mayor of Louisville, in comment on the Knight bill, which purposes to establish jim crow street cars in Kentucky. New York Age

TIMES

LOUISVILLE KY

MAR 5 1916

RECIPROCAL POLITENESS TO SOLVE STREET CAR "JIM CROW" PROBLEM

Now is the time, Mayor Buschemeyer believes, for an individual and organized effort to establish a custom of making seats in street cars that will make unnecessary consideration in the future of any "Jim Crow" legislation. Although Mayor Buschemeyer had previous to-day outlined his idea of whites taking seats in the front of cars and negroes in the back, it was as an opponent of the Knight "Jim Crow" Bill which met defeat in the Rules Committee of the Legislature while at this time he is emphasizing solely the advantages of a revised street car etiquete.

"Custom is stronger than laws," said the Mayor, "and I think the time is ripe for the establishment of a custom in Louisville that will give the front part of street cars to whites and the rear seats to negroes. In my opinion this policy should be advocated by organizations of all kinds and the press. Once the advantages of such a seating arrangement become apparent, the custom will be universally approved. I should like to see the thing tried out voluntarily and gracefully. This is a much better method of bringing about dubious reforms than through the enactment of a law compelling the adoption of fixed places in street cars for passengers against the will of many of the passengers."

* * *

Tax for University.

The Mayor was happy over the passage of the act giving the city the power to levy an annual tax of 1 to 3 cents for the benefit of the University of Louisville. He predicted that it would bring endowments to the institution within the year.

"The university by virture of this act, which passed practically without opposition, has been endowed with the equivalent of $500,000, as that is what the levy will amount to," the Mayor declared. "At first a levy sufficient to raise $25,000 will be made under the act. Legal authorization of this amount annually means that the university has assured permanency and endowments are sure to follow."

Mayor Buschemeyer was under a pledge of secrecy not to reveal the names of the tentative donors. It is understood that several lawyers have called upon the Mayor and indicated that large bequests would be made to the university providing its future was established beyond question. The state of health of these tentative donors is said to be precarious.

Other legislation directly affecting the city passed by the Legislature included a bill providing for a commission to supplant the Fiscal Court, a law requiring the codification of city ordinance every four years instead of bi-ennially at a saving of $3,000, and a law making it a simple procedure to transfer streets to the Board of Park Commissioners for park purposes. The latter two measures were drawn by the City Attorney's department.

Although City Attorney Beckley opposed the section in the Workingman's Compensation Act that did not exclude municipalities, Mayor Buschemeyer approved the law to-day in its entirety, saying that he could see no good reason why cities should not have been included the same as private corporations. Mr. Beckley asked the change in the law because he believed that the city now gave ample protective compensation to its employes and that it would be imposed upon in the matter of damages under the act.

Courier
ss LOUISVILLE, KY.
MAR 16 1916

Voluntary Segregation On Cars, Plan of Mayor, Before Public

ADVOCATING the establishment of a custom in Louisville that would cause white passengers to fill up street cars from the front and negroes from the rear, Mayor Buschemeyer asked yesterday that his ideas on street-car etiquette be given consideration by everybody. Although he suggested the adoption of this practice in an argument opposing the passage of the Knight "Jim Crow" law, he now feels that with the defeat of this measure in the Legislature the time is ripe for individuals voluntarily practicing segregation on street cars. Asserting that custom is stronger than man-made laws, the Mayor declared that the most satisfactory solution of the differences between street-car patrons of the two races lay in the realization of a personal obligation to society on the part of every passenger to observe an unwritten "Jim Crow" law.

All the amendments to the charter asked by the city of the Legislature passed during the closing hours. The bills drawn by the city's law department were the University of Louisville levy act, a law to simplify the dedication of streets to the Board of Park Commissioners and an amended codification section requiring a compilation of city ordinances once every four years instead of every two years at a saving of $3,000. Mayor Buschemeyer predicts that the act authorizing a levy of from 1 to 3 cents annually for the University of Louisville will bring rich endowments to the institution within a year.

City Attorney Pendleton Beckley had not decided yesterday whether he would contest the constitutionality of the Workingmen's Compensation Act on the ground that it included municipalities in its scope. Before the passage of the act Mr. Beckley wrote the Louisville Senators and asked them to oppose the section of the act, including city employes of Louisville, and at that time expressed an opinion that the city would try to establish the unconstitutionality of the bill, should it become a law. Mayor Buschemeyer said he could not see where a hardship would be worked on the city as a result of the law, declared that he thought it an excellent piece of litigation and that cities should be compelled to operate under it the same as individuals and private corporations. It is predicted at the city hall that if any test of the law is made, it will not be by the city.

High Court Rules Against State In "Jim Crow" Case

Dallas Morning News

Austin, Texas, Dec. 14.—The supreme court today refused a writ of error in the case of the state of Texas against the Galveston, Harrisburg & San Antonio railway, from Travis county. This suit was instituted by the state against the railroad companies for penalties for the alleged violation of the Texas "Jim Crow" law by permitting Negro passengers to ride on the same sleeping cars as white passengers. The district court rendered judgment for the affirmed by the third court of civil appeals, the latter court holding that the proof that white and Negro passengers occupied together a particular Pullman coach was not sufficient to show that other sleeping cars were not so arranged and marked and designated as to provide seperate accommodations of equal comfort and convenience for each of the two races. While the constitutionality of this law was involved, the court did not pass upon its validity, the case being decided against the state on questions of facts.

—Times Herald.

LOUISVILLE, KY.
COURIER JOURNAL
FEB 1916

The Midknight Bill.

What is behind the Knight bill to separate the races in Louisville street cars?

The Legislature, a body responsible to the Democrats, should protect the party from the folly Mr. Knight would have it commit. If Mr. Knight does not know better than to propose the law, the Legislature, which does not lack the information that Louisville has not asked for the bill, and that there is, therefore, no reason for passing it, should know better than to become responsible for it.

Unnecessary and uncalled-for measures to create race animosity can but react upon those who are their sponsors. Louisville negroes should not be owned and directed by either of the political parties. To give the Republican party ownership of the negro vote the Knight bill would be ideal. A practical politician of the Republican party could wish himself and his party no better luck than the passage of Mr. Knight's pet measure.

The Courier-Journal, as a Louisvillian interested in the welfare of Louisville, and as an advocate of progress and of fair play, urgently calls the attention of the Legislature to the importance of killing the Knight bill by a vote sufficiently large to make it plain that negro baiting in 1916 is not the policy of the Democratic party in Kentucky.

There is nothing to indicate that Mr. Knight represents any Louisville element, since none comes forward to give to him its indorsement. Let that be understood clearly. If the introduction of the measure proceeds from conviction it is the personal conviction of its author, not popularly supported.

In the interest of advancement, in the of Louisville, in the interest of the negroes, in the interest of the Democrati party, the Midknight bill should receive the plain stamp of the Legislature's hearty disapproval.

TEXAS LOSES JIM CROW CASE

STATE SUPREME COURT RULES AGAINST THE STATE AND IN FAVOR OF RAILROAD WHICH PERMITTED WHITE AND COLORED IN SAME SLEEPING CARS —RULING ON TECHNICALITY AND NOT ON CONSTITUTIONALITY.

The Guardian 2-30-16

Austin, Tex., Dec. 14, 1916.—The supreme court today refused a writ of error in the case of the state of Texas against the Galvston, Harrisburg & San Antonio railway, from Travis county. This suit was instituted by the state against the railroad companies for penalties for the alleged violation of the Texas "Jim Crow" law by permitting Colored passengers to ride on the same sleeping cars as white passengers. The district court rendered judgment for the affirmed by the third court of civil appeals, the latter court holding that the proof that white and Colored passengers occupied together a particular Pullman coach was not sufficient to show that other sleeping cars were not so arranged and marked and designated as to provide separate accommodations of equal comfort and convenience for each of the two races. While the constitutionality of this law was involved, the court did not pass upon its validity, the case being decided against the state on questions of facts.

—Happy New Year, 1917.—

AWARDED DAMAGES

Louisville News

SLEPT IN THE SAME COACH WITH COLORED MAN— GETS $1,000.

12-30-16

Jackson, Miss.—Because she rode in the same sleeper in which a Colored man rode Mrs. Betty Norton, of this city, has been awarded $1,000 by the courts. Mrs. Norton boarded a train at Philadelphia en route to Memphis. A Colored man engaged a berth in the same sleeper. Mrs. Norton protested, but the railroad officials refused to disturb the Colored man.

According to the Supreme Court's ruling the special coach law is binding on the Southern railway in all States where the line runs except Illinois and Indiana. Hence Mrs. Norton gets $1,000 for sleeping in the same car with a Colored man.

NEGRESS IS ARRESTED FOR "CROW" VIOLATION

Augusta, Ga., October 26.—(Special.) A fine of $100 or ninety days' imprisonment was the penalty imposed by the recorder here yesterday in the case of a negro woman who refused to take a back seat on a trolley car, insisting that she had paid her fare and had a right to sit anywhere in the car. She was also bound over to the city court for assault and battery.

The negress, on entering the car, made her way to the seat that was third from the front, while there were plenty of seats in the rear. She demurred when the conductor reminded her of the law requiring negroes to occupy seats in the back of the car, informing him that she had sat beside white persons on cars in New York and occupied tables with whites in cafes. A plain clothes man on the car undertook to persuade the woman to relinquish her front seat, but with no success. His patience exhausted, he had the car stopped for the purpose of forcibly ejecting her, which he did, but not until she had made several passes at him with a hatpin, succeeding in grazing the skin in one of the jabs.

Negro Pays the Penalty For Taking Wrong Seat On Atlanta Street Car

Constitution

Arthur Duckett, a 19-year-old negro from Detroit, Mich., forgot he was in the south last night and calmly sat down beside a white man on a street car. When asked by the conductor to move to the rear of the car with the other negroes he insisted that he had a right to stay where he was, as he was a citizen of the United States. When he refused to move the conductor attempted to force him to the rear of the car. The negro immediately started a fight and struck the conductor several times. The car was stopped and the negro placed under arrest by officers and carried to police station, where he was held, being unable to make $100 bond.

Georgia has a congressman who boasts of the fact that he has never shaken the hand of a Negro. A great accomplishment of which to boast. This denotes him a big man with some of his constituents Georgia has another congressman, who, a few days after he was sworn in, introduced a Jim Crow bill for the District of Columbia. This congressman cares not a straw about the more weighty questions; nothing is more menacing in his mind, to the best welfare of this country than the present street car and marriage laws of the District of Columbia. He is determined to have a Jim Crow law in the District. He showed his great statesmanship the other day when he refused to meet a delegation of colored men who called on the committee of which he is a part to protest against the passage of such an iniquitous bill. Men of his like are the ones who are retarding the progress of this fair southland of ours. Their minds are eternally on "how to keep the Negro down."

LAWYER AND WIFE ORDERED FROM SLEEPER

The Amsterdam News

Jackson, Miss., Oct. 6.—Hon. Perry W. Howard, attorney at law, Jackson, Miss., and president of the National Negro Bar Association, and wife returning from New York to their home at Jackson, Miss., Sept. 24th, and had enjoyed their lower berth from New York until they reached the confines of Kentucky, when a burly train conductor, about 10 o'clock in the night, ordered them to the day coach upon the complaint of two white persons in the sleeper, and they stubbornly refused to go and for a time a sensational moment ensued. But they stood their ground and stated that if they were moved to the day coach it must be done by force, as they were interstate passengers and held both their sleeping car and train tickets.

It was learned that the complaining parties were from Texas and one of their kicks was that they had to take an upper when "Niggers" had a lower berth. 11-11-16

PROPOSED JIM CROW LAW WILL HARDLY PASS

Special to The New York Age.

Baltimore, Md.—It is generally believed that the bill for "Jim Crow" cars in Baltimore, introduced in the State Legislature a few months ago, will fail of passage.

It is regarded as a "bell ringer," and, as there is not seeming favorable sentiment for such a law, its passage is doubtful.

Jim Crow Car Laws — 1916

SAN FELIPE JITNEY LINE.

Houston Observer 6/8/16

The question of the abolition of the San Felipe jitney line was brought before the city city council Thursday evening at 4 o'clock.

The kicks registered by the residents of Bagby street are as follows, viz.: The present routing of the jitneys reduce their rent values; "objectionable" passengers; and reckless driving. The kickers failed to prove, however, that the reckless driving and the transportation of objectionable passengers were confined to jitneymen. It was also brought out that Louisiana street, along which there are now no Negro jitneymen, is not relieved altogether of at least some of the objections named in the complaint by the Bagby street petitioners; which leaves one to infer that the route of objectionable passengers is not confined to the Bagby street jitney route. They failed to show that although there was reckless driving that any accidents had occurred resultant thereof. One complaing speaker said that 23 jitneys passed his house one night at or near 1 o'clock. No evidence was submitted, however, to prove that it was probable that some, if not all, of these 23 machines could have been rent machines.

In his argument in defense of fairness and justice, Attorney Simmons pointed out that the jitney had a legal right to operate by the city ordinance. He pointed out that the accidents on this line were perhaps fewer than on any other line, taking into consideration the numbers.

After listening to the arguments on both sides, our conclusion is: that leaving out the possibility that some prejudice exists against jitneys in general, and Negro jitneys in particular, if that *reservation* is moved from out there and the ordinances governing the operation of jitneys are carried out, the whole question will be settled.

It is a fact that the colored people of the 4th ward do *seriously object* to the presence of that reservation. And if it were left to the Negro residents of that section, there would be no more reservation out there. Attorney Simmons voiced the sentiment of thousands of Negroes when he said Negroes object to the presence of it. The Negroes at one time protested that it be moved, but our protests amounted to nothing. White people object to be seen getting on a street car going out on the San Felipe line; then would you not suppose that we object living out there with it almost at our doors? We are trying to raise boys and girls. This evil institution is right by one of our churches and almost at the door of our high school. Our boys and girls must go to our churches and to our high school, and if the Bagby street residents object to objectionables passing their doors and be heard, why not hear us in our plea for the removal of that cursed institution, the reservation. We hope that the city will get down to the bottom—the root—of this matter and the good residents of Bagby street will have no further cause for kicks (unless there be other reasons not included in their petition).

The removal of the reservation and regulated jitneys will solve the problem.

ONE WALLOP DISPATCHES JITNEY LINE.

Houston Observer 6/16/16

The city council Wednesday abolished the San Felipe jitney line. This put 43 Negroes out of business. If they cease to operate it will put about $94,170 more money into the pockets of Stone & Webster in a year.

The action was taken on petition of the Bagby street residents, who complained the passengers, many of them inmates or frequenters of the restricted district, disturbed their sleep. As a result of the drunken brawls of the white people of that section of the city, the Negroes there must be deprived of jitney service.

This line was one of the most profitable in the city. The Negroes offered to pay two spceial officers to see that the laws were enforced. But the property owners claimed the only thing that would give them relief would be to abolish the line.—Houston Press.

To those that believe in fair play this is not the hour of overbalanced judgment, nor the influencing of passions; to our black brother, kindly cut out your contemplated mass meetings and don't for a moment give up your long cherished Emancipation Day parade. One error of judgment does not shatter a statesman, nor does one swallow make a summer. We admit "today" this act is as difficult to interpret as it is dangerous to misinterpret, but some way, somewhere, at the back of, beyond, right and justice will prevail.

Let us seriously trust that the moral effect of this act will NOT be widespread; let us hope and pray that it will not prove an advent and license to greater disregard for honest Negro taxpayers' rights, which may grow to proportions now not apparent. 'Tis true the complainants filed their charges and (perhaps unthinkingly) suggested the penalty, whilst the spirit of "Taxtion without representation" fought a mighty battle with the spirit of "Peace at the cost of principle," the verdict was read while the spirits of the old Italian proverb: "If you would succeed you must not be too good," laughed heartily.

In view of the fact that the "reservation" was the direct cause, we say to those that were responsible for same: Why persecutest thou them who have clean hands? And in denying these 43 Negroes, most of whom have their all invested in a jitney, why deny them the right to earn an honest dollar for the sake of what you term a "necessary evil" (the reservation)? We fear you have done one-third of the citizens (tho defenseless they may be, they are lawful, and tho Negroes, their high sense of honor teaches them that class legislation, to put it mildly, was practiced) a grave injustice. Do you know that every self-respecting Negro is against the "reservation," for these and other reasons too numerous to mention. First, because it is wrong; second, because it is unconstitutional to license such an institution; third, because lawfully permitting the co-mingling of Negro women and other races of the opposite sex, under any evil condition, is unwise intimacy, to the contrary notwithstanding; fourth, because the VERY THING cited in your resolutions as reasons sufficient, namely: PUBLIC MORALS, SAFETY and DECENCY, is the thing for which the Negroes of the Fourth ward are NOT responsible, and what they petitioned YOU (City of Houston) NOT to allow; fifth, because we do not believe that the City had come face to face with any serious situation (unless it was to abolish all jitneys), out of which there might arise the necessity for such extreme measures; sixth, and last, because the reservation is a crime producer, while these jitneys were bread and tax producers, instruments of convenience to the thousands of lawful citizens, tho black they be, who live in the Fourth ward.

The question is, will the City give them employment? When does this new order of things go into effect? Will they be denied the privilege of operating in other districts, and if not why not?

TEXAS LOSES JIM CROW SUIT AGAINST RAILWAY

Austin, Tex.—Chief Justice Key, of the Court of Civil Appeals, has handed down an opinion deciding against the State in its suit against the Galveston-Harrisburg and San Antonio railroad, charged with violating the State's jim crow law by allowing four Negroes to ride in a sleeping car from Los Angeles to San Antonio.

The justice ruled that the train was an interstate carrier and the State had no jurisdiction over the passengers; also, that the State failed to show whether there were cars with separate compartments for Negroes, which is all that the law requires.

"JIM-CROW" RULES OF N. AND W. OBJECTED TO BY W.VA. NEGROES

Advertiser 2/29/16

(Associated Press.)

CHARLESTON, WEST VA., Feb. 29.—The public service commission today began investigation of complaints that the Norfolk and Western railroad, is maintaining "jim-crow" regulations on its line and stations in Jefferson county near the Virginia border.

Objection was filed by negro residents of Charlestown and were answered by the company with the statement that it had the right to maintain separate coaches and waiting rooms in consideration for the sentiment of the majority of its patrons in that section.

KNIGHT'S BILL BLACK AS NIGHT SAYS LOUISVILLE COURIER-JOURNAL

Chicago Defender 2/19/16.

"The question whether the proposed Knight law, segregating the races in Louisville street cars, would stand the test of the courts is one which the Courier-Journal, as a layman, and not a lawyer, does not attempt to answer. A good enough reason for not passing it is that Louisville has not asked for it, does not need it, does not want it. That should satisfy the Legislature no matter how importunate Senator Knight may be.

"The late Booker Washington observed that Negroes and white persons in the South got along quite peaceably except during campaigns preceding elections, when the Negro was made 'a football of politics.' That expresses the situation in Louisville. Public safety does not demand the separation of the races in street cars.

If there is a plea that segregation would improve sanitary conditions it is indefensible. Every Negro, as well as every white person, who rides on a street car and pays fare is entitled to the benefit of sanitary conditions. The Negro is as susceptible to germ diseases as the white man is. A car which is so ill ventilated and so foul—as many of them undoubtedly are—that it is dangerous to health is as dangerous to an individual of one color as it is to an individual of another color. **The need is ventilation and not segregation. Municipal laws in some cities nowadays require of owners of apartment houses the supply of sufficient heat to admit of suitable ventilation. It is not necessary to seal a street car in order to heat it. When it is sealed it is foul, disgusting and dangerous regardless of what is the color of the passengers.**

"By failure to ventilate sufficiently common carriers invite anything from 'Jim Crow' legislation to window smashing. But window smashing would be the more logical course for the passenger oppressed by viciousness of the atmosphere. As Punch observed in an issue following that in which it stated that nobody had ever suffered from a bad cold after taking a liberal dose of sulphuric acid, 'we do not recommend the methods of getting relief.'

"Disorder upon Louisville street cars that can be traced to race friction is rare, and policemen are available. Each car is in charge of a motorman and a conductor whose business it is to maintain order.

"Senator Knight's bill lacks the indorsement of any commercial body or any other representative organization in Louisville."

SOUTHERNER DEFENDS RACE AT CHATTANOOGA

The Voice of the People 7/1/16

Chattanooga, Tenn., June 21.—On signing himself "A Citizen" writes a communication to the Times defending the Colored residents in the complaint made by the Alton Park Business league at its last meeting that the conductors on the street cars are not enforcing the "Jim Crow" law. It say "if Mr. E. D. Reed, the manager of the street railway company, would ride on the cars (no doubt he does), and see how the Negro is treated, and if he is the right manager (no doubt he is) the Negro would have better accomodation.

It is a known fact that the Negro dooes not care to ride in the part set aside for white passengers, but he doesn't care to stand when there are vacant seats. Should he sit behind the sign, the conductor would be kind enough to place the sign behind him, so he will sit in the 'little part' set aside for him, thus preventing trouble."

The communication says further that "some of the Colored citizens are compelled to ride on the cars and they should at least be treated with decency." Again it says, "coming in town on an East Chattanooga car recently, I noticed all the seats were taken and in front stood three or four Colored women, and a white man with his little child sat in the 'so-called' part for the Colored race. Dit it make any difference? No. Then I deem it a disgrace for the Citizens league of Alton Park to discuss such an unfair question."

SOUTHERN RY. SUED FOR ALLEGED DISCRIMINATION

Amsterdam News 1/29/16

Damage suits aggregating the sum of $50,000 are being filed against the Southern Railway Company, a corporation, in the United States Court for the Western District of Virginia upon the grounds that the said company recently practiced and imposed unjust discriminations against certain colored passengers in transporting them from one State to another and at the same time it gave to white passengers undue and unreasonable preference and advantages over them in violation of the Interstate Commerce Law.

On the 18th of last August the Southern Railway Company operated an excursion train from Danville, Va., through Lynchburg, to Atlantic City, N. J., and prior to that date the company advertised the excursion, offering among its inducements Pullman sleeping cars. Five passengers, colored, at Lynchburg, purchased tickets for berths, accommodation on a Pullman car attached to the train in question, but when they presented themselves, expecting to be accorded the use and enjoyment of their berths, they were positively refused and denied the rights, use, privilege and enjoyment for which they had paid simply because they were colored.

It was insisted by one of the white passengers that the conductor either eject him or the colored people from the car, and refused to surrender his ticket until the conductor told him he had put the colored people off the car.

The complainants are represented by Counsellor W. H. Randolph, the well known, able and fearless colored attorney, of the city of Lynchburg, Va. He firmly believes that he will secure a favorable verdict for each of his clients.

KENTUCKY.

"Jim Crow" Bill Introduced in Kentucky Legislature.

Louisville, Ky., Jan. 26, 1916.—State Senator Chas. Knight, who fathered the segregation ordinance recently passed in Louisville and which is now beefore the United States Supreme Court, has introduced a bill before the General Assembly to "separate the races" on all public conveyances in the State of Kentucky. Negro organizations all over the State are getting their forces together to fight this bill before the Assembly, and have received assurances from many prominent white persons who promise to help defeat its passage, if it ever comes out of the committee to which it was referred. The local branch of the National Association for the Advancement of Colored People has called a special meeting to consider the emergency, and will later call a public mass meeting to protest against it. Dr. A. C. McIntyre is the new president of the association and Mrs. Nolan King the secretary, being the first woman to hold office. Al. A. Andrews was re-elected general counsel for the third consecutive time.

Secretary C. H. Bullock of the local Y. M. C. A., has tendered his resignation to the committee of management, and it has been accepted, to take effect on February 15. Mr. Bullock leaves this place to assume the duties of secretary of the colored Y. M. C. A. at Montclair, N. J. The committee extended Mr. Bullock its regrets at an informal banquet held at the residence of Mr. Wm. H. Steward, editor of the American Baptist, and a member of the committee.

An instrument purporting to be the will of Miss Georgia A. Moore, who is well known in Washington and all over the country, and teacher of the Special School here, has been found. In this instrument Miss Moore leaves all her worldly goods to Mr. and Mrs. Henry, with whom she lived. Mrs. Henry turned the will over to the trust company, and claimed that it was given her by some colored man whom she did not know. While it was not generally known that Miss Moore had any relatives, a woman who claims to be her sister and several nieces and nephews have appeared since the finding of the will, and it is likely that the probate of the will will be contested. 1/29/'16.

Col. W. A. Schropshire, traveling superintendent of the J. E. McBrady Company of Chicago, is in the city employing agents for the company. Mr. Schropshire says he will arrive in Washington about the first of April.

An effort is being made here to organize a branch of the Howard University Alumni Association, as there are quite a few graduates of that famous institution residing here now. The movement is being sponsored by Attorney Al. A. Andrews, Dr. Horace Morris, Dr. Chas. W. Dorsey, Prof. H. F. Nixon, of the faculty of the Central Colored High School, and Louis H. Fisher, local superintendent of the National Benefit Association.

Prof. G. W. Saffel of Shelbyville was in town on the 20th inst., to attend the meeting of the fifth district republican club of colored voters.

NEGROES TO RECEIVE BETTER RAILWAY ACCOMMODATION

Following are communications received in response to appeal made for better railway accommodation for Negroes by several ministers of the city:

Savannah, Ga., April 22, 1916.

"Mr. E. N. North, A. G. P. A.,
"Savannah, Ga.

"Dear Sir:

"This comes as an appeal to you to better the condition of travel for the Negroes on trains Nos 21 and 22 between Savannah and Jacksonville. The compartments designated for them are so small that at times they are literally packed and to add to the inconvenience of this little space the news butches and conductor occupy two double seats, equal to four single ones, or the equivalent to seats for eight persons.

"On last Monday night, April 17 on testimony of Dr. B. J. Ross, a presiding elder, he got on train No. 22 at Waycross and the compartment was so crowded until he, with others, was obliged to stand a great part of the way to Savannah. The conductor on the occasion gave up his seats and the butcher stood with the others, but could not, or did not move his wares.

"We make this appeal to you knowing your fairness in dealing with the patrons of your road and feel that the conditions of travel for us are not fully known to you, or you would not permit the removal of the Negro passenger coaches from the trains mentioned above, to be replaced by limited compartments, especially on the approach of the warm weather season, when travel should be made as comfortable as possible. We have selected your road as our route to our General Conference, in preference to another, because of your past fair treatment in the matter of regular travel.

"We respectfully ask that you give this matter your earliest attention by replacing the coaches removed from trains Nos 21 and 22.

"With the hope that we shall hear from you at your earliest convenience, we are

"Yours most respectfully,
R. H. Singleton
B. J. Ross
J. A. Martin
N. Bembry
R. L. Heard
James Grant
J. S. Stripling
Solomon Grant
J. S. Jenkins
R. V. Branch
C. C. Cargile
Wm. Daniels
H. H. Williamson

The Savannah Tribune 5/20/16.

The following letters were received in reply:

"Savannah, Ga., April, 24, 1916

"Rev. R. H. Singleton, D. D.
"Chairman,
520 Charles street, City.

"My dear Doctor:

"Referring to letter of April 22nd signed by you, and a number of other prominent leading divines of your church. I am referring to you as chairman, assuming that you are chairman, for the reason that your name appeared first.

"We are deeply appreciative of the patronage with which you have favored us, in the past, and I am handling your complaint with our general superintendent, Mr. R. A. McCraine, and feel shure that he will have conditions improved at once.

"Yours truly,
"E. M. NORTH
"Asst. Genl. Pass. Agent."

Savannah, Ga., April 27, 1916.

"Rev. H. R. Singleton, D. D.,
"Chairman,
520 Charles street, City.

"My dear Doctor:

"Replying further to letter of April 22nd, signed by you and other prominent divines of your church. I am very pleased to advise you that our general superintendent has issued instructions that full coaches be put on trains 21 and 22, without delay, for the accommodation of our Negro patrons.

"Thanking you for having brought this matter to our attention, and assuring you that it is always a pleasure to take care of our friends, and asking you that you notify the other parties, who signed the petition, that the matter has been attended to, I beg to remain,

"Yours truly,
"E. M. NORTH,
"Asst. Genl. Pass. Agent."

Jim Crow Car Laws — 1916

LOUISVILLE MAYOR OPPOSES "JIM CROW" CAR BILL

Chicago Defender 2/19/16,

Sees no Reason for Separation of Races in Public Carriers—Women of Race Bitterly Oppose Measure—Courier-Journal, Leading White Paper, Fighting Proposed Law with Daily Editorials.

Louisville, Ky., Feb. 18.—Not only are the self-respecting members of the race bitterly opposed to the Knight Bill which is designed to draw color line on street cars of this city, but the white citizens and the daily press is against the bill to be introduced in the legislature at Frankfort, Ky., the State Capital. Ever since Louisville has been a city, the two races have been friendly. When the "Jim Crow" law bill was introduced in the legislature some years ago, due to scrimmages in a day coach by members of the race, the people of this city and the press opposed the passage of the law. Louisville people said it did not stand for reason that if two ill bred race men got in a fight up in the mountains on a train, it did not follow that the same would happen all over the state and all the time, that respectable people should be treated alike on all common carriers.

Democratic Mayor Speaks.

Mayor Buschemyer of this city, a "died-in-wool" Democrat, had the following to say on the proposed separate street car law:

"I see no reason for the passage of a law by the Kentucky Legislature providing that members of the race and whites must occupy separate seats on the street cars, and, in the absence of a reason, such laws should not be adopted.

"The existing relations between whites and blacks in Louisville are good, and I for one want them to remain so. Better street car manners are to be desired both by members of the race and white people.

"I do not think the proposed street car law should pass. There is certainly no demand for such a law from Louisville."

Citizens Object Vehemently.

Members of the race in this city are no cringers. As soon as the bill was first made known, such men as Editor Lee Brown, Dr. J. C. A. Lattimore, Rev. C. H. Parrish, William Warley, Prof. A. E. Meyzeek, Dr. Walls, J. A. Emmerson, Leonard Haley, Dr. H. B. Beck, J. B. Cooper, Tom Young, Dr. Kinslow, A. B. McAfee, Dr. Ballard, R. C. Simmons, Dr. P. R. Peters and hundreds of others formed a strong organization to work vigorously against the bill. These men knew that if they "laid down" the bill would be passed. They knew that if public consciousness was allowed to remain silent on the question, soon there would be "Jim Crow" cars on the streets of Louisville. These men went to work—they pulled every wire possible. The first man to speak out was the Mayor. They did not stop there. "Marse" Henry Watterson, who was at his winter quarters at Palm Beach, Fla., was reached, and the colonel grasped the situation immediately. He has always been known to be fair and just in his editorial columns.

Speaking of the proposed Knight Bill, he said:

Women Play Their Part.

The women of the race have been playing their part to keep the law from being passed. Those who work out in service are doing the work. In most families of this city, race women are in service. They have the ear of big business men's wives who in turn have spoken to their husbands to use their influence on the legislatures of this city to vote against the bill. These women have taken such a keen interest in opposition to the bill that white people have become stirred as never before to help them. Letters have been written to other members of the Legislature to vote against the bill. So many look upon the bill as a "bugaboo." It is said that if it passes it will be a means of delivering the vote of the race into the hands of the Republican Party. Naturally this will effect the independent vote and the Democratic party will be the sufferer. This is one city where race men have divided their vote and has been a means of both parties making a bid for the votes of the race. Public opinion, however, has arisen higher; mere politics and the press of the city are opposing the bill of the question of fair play, and on the ground that Louisville does not want nor need such a bill passed; there is no reason for it and therefore should not become a law. The press of the city want it known that it is not the desire of the citizens of this city to want such a law, but just a personal desire of Mr. Knight. Some say that he wants to ride into popularity with his foot upon the necks of the members of the race—that he wants to be another Vardeman or Hoke Smith but Henry Watterson says that as long as he lives

TRAINMAN IN JIM CROW CAR SMOKES IN WOMAN'S FACE

New York News

Widely Known Colored Citizen of Jacksonville Tells News of Outrageous Conditions on Florida Railroad and Effort to Right Wrong

2/19/16.

OFFICIALS PROMISE TO MAKE INVESTIGATION

Jacksonville, Fla., Feb. 8, 1916.

Editor of the New York News:

Dear Sir—Allow me space in your valuable paper, that is widely circulated in this section of the country, to tell of an incident that took place between Richmond, Va., and Florence, S. C.

Colored people riding, especially women, on trains in the South are subject to a number of insults and abuses by the low element of white men. Not only are they made to feel embarrassed by them while traveling, but in a number of cases by the train crew as well, who always take liberties to inquire from colored passengers the place of their destination.

In this particular incident the baggage master of train No. 83 "blew smoke" in a colored woman's face while en route and said things to her out of place. A train crew should be in position to protect their passengers, rather than insult them.

The case above was witnessed by several colored men on route, and it was reported to headquarters by Charles P. Hayes, a young colored man, of Buffalo, N. Y., and a letter was immediately sent him in reply by the general superintendent at headquarters as follows:

Rocky Mount, N. C., Jan. 7, 1916.
File 129-357.

Mr. Chas. P. Hayes,
No. 609 W. Union St.,
Jacksonville, Fla.

Dear Sir—I have your letter of January 3d complaining against the baggage master on our train No. 83, Richmnod to Florence, January 2d, alleging that he blew smoke in a colored woman's face, etc. In reply will say that this matter shall receive attention and an investigation will be made promptly.

Yours truly,
W. H. NEWELL,
General Superintendent.

JACKSONVILLE NATIVE.

MINISTERS COMPLAIN TO L. & N.

Journal & Sentinel 10-14-16

About Conditions On Trains and In Depots. General Passenger Agent Promises Relief.

At the forty-ninth annual session of the Kentucky Conference, which met in Cynthiana last week, a committee of ministers was appointed to call on the officials of the L. and N. railroad and make complaint as to conditions of travel for Colored people.

The committee came to Louisville and talked with General Passenger Agent Pusey. The following is their complaint, made in written form:

To General Passenger Agent and Officers of L. and N. R. R. System, Louisville, Ky.

Kind Sirs: As a committee appointed by the Kentucky Annual Conference (A. M. E. Church), representing a membership of not less than 5,000, we pray your most earnest consideration of our grievance and requests, relative to accommodations in travel on your lines:

First—In several places, viz: Williamsburg, Junction City, Saxton, Middlesboro, Winchester, we find depot accommodations for Colored people to be undesirable and really unsanitary in some instances. Our men and women are forced to use the same toilet on the train and also in the depots. Sometimes no ice water is provided.

The passenger service on some trains is reported very unsatisfactory indeed, there being no Colored porter to assist our women and children on and off the cars.

Further, at certain places. Middlesboro, the night agent is tardy in selling tickets to Colored people, thereby forcing higher train fares.

Further, the drinking of whiskey and other intoxicants in coaches is greatly to be deplored insomuch as it is caried on in the presence of women and children. True the major part of the drinking is carried on in the toilets, but the results are plainly seen in the coaches. This is reported to be generally true on most of the lines. It has been noted on No. 37, running between Cynthiana and Lexington.

Because of overcrowded coaches at times and the indignities mentioned we pray for relief.

Believing that you will grant our requests, we are Sincerely yours,

G. F. David,
D. C. Carter,
O. E. Jones,
S. R. Reid,
J. W. Fraizer,
C. C. Townsend,
Committee.

Mr. Pusey received the committee with all courtesy and discussed at length each item set forth above. After the conclusion of the conference he assured them the railroad company was anxious and ready to remedy conditions. The ministers left feeling assured their visit was not in vain.

ANOTHER OUTRAGE.

Richmond Planet 9/2/16

The case of Rev. A. A. Hector, pastor of the First Presbyterian Church of this city, merits attention. Upon investigation, we learn that the conductor on the Richmond and Henrico line of the Virginia Railway and Power Company's system, ordered him to move, although he occupied the third seat from the rear, which has been designated for colored people unless the number of white people entering the car requires a further removal to the rear.

The conductor ordered him to the last seat, and he took it. The conductor then came to him and ordered him from one end of the last seat to the other, which seat holds about four passengers, and which could be occupied only by colored people, as a colored person occupied a seat on it. Then the conductor came to him, although no other passengers needed a seat, and directed him to move to the other end of that seat.

He declined so to do and informed the conductor that if he would return him his fare, he would get off the car. The conductor informed him that he was under arrest and later handed him over to two police-officers in Fulton, who in turn called the police patrol and this unoffending citizen, a minister of the gospel, a person who had no intention or desire to violate the law, was made to ride through the public streets of this city under the charge of disorderly conduct, when he had not been disorderly.

He was carried to the First Police Station, where the desk sergeant gruffly made his inquiries and intimated that if his bondsman was not soon forth-coming, he would have to lock him up. We saw two colored men in trouble. They were employed by two highly influential white citizens. The one who worked at a garage had struck the one who worked at the stable, with a horseshoe, making a gash which required nearly an hour's

work of sewing up the wound by the ambulance surgeon. These white gentlemen could not afford to be delayed in their work. One of the colored men drove the hearse on the outside and his antagonist had made an effort, apparently, to have some one else drive that same hearse with the colored man on the inside of it.

Be that as it may, the police patrol came, and with it came a magistrate, who proceeded to bail both colored men, and they went to their work after one of them had been patched up. Another case in point: a crap-shooting, good time place on Third street was raided by the police, but when the police patrol heaved in sight, it had on board a magistrate, who bailed out the parties.

When REV. HECTOR, pastor of the First Presbyterian Church was arrested, no magistrate accompanied the patrol. His standing in the community had no weight. He was known to respect himself, and it was known that a patrol wagon was as nauseating to him as a cell in the station house, so being "only a nigger," he was hurried away from friends and had to stay for sometime in the forbidding confines of the Station House.

When the case was called in the Police Court last Tuesday morning, REV. A. A. HECTOR was fined ten dollars and cost. He noted an appeal with MR. WILLIAM MILLER, the well-known hotel proprietor, as bondsman. This case should be brought to the attention of the officials of the Virginia Railway and Power Company. If need be, a delegation of one hundred citizens should proceed to call upon the proper officials and protest against this kind of treatment.

The present city government, in many of its departments, is all right, but there are many persons connected with it that are all wrong. When disreputable houses are raided and their inmates kept out of patrol wagons, and reputable citizens of the HECTOR type are paraded to a place like the First Police Station, then the limit of uncomplaining endurance has been reached.

RAILWAY PROTECTIVE ASSOCIATION.

The Railway Employees Protective Association and the Ladies' Auxiliary held their annual election of officers at their hall, corner of Cedar street and Tenth avenue, North, November 11 and 13, 1916. The annual report for the year of 1916 was read by the secretary, Wm. Laws, showing that the association was in good condition. After going through a financial stress for the last eighteen months during this period of time we had the misfortune to lose fourteen members, whose death claims amounted to one thousand three hundred and seventy-five ($1,375) dollars; also sick claims amounted to over six hundred ($600) dollars. Notwithstanding this heavy loss of sick and death claims, our treasury is still in a healthy condition. The following members died during the year of 1916:

Wm. Pearce, $50.
John Oakley, $100.
Joe Patton, $100.
George Crawford, $100.
Total amount paid for death claims paid during 1916, $350.

We have a financial membership of one hundred and twenty-five (125) members.

SUMMARY.

Grand total collected for the year 1916	$868 80
Grand total collected for the year 1916	818 11
Net gain over year 1915	$50 69
Cash onhand in banks. ..	1,033 00

Theh following officers were elected for year 1917:

Humphrey Bowling, president.
Chas. W. Porch, vice president.
Wm. Laws, secretary.
Linck Turner, treasurer.
Oliver Thompson, assistant sec'y.
J. M. Halbert, asst. seceretary at Dickson, Tenn.

Executive Committee: George Hall, W. T. Wright, Jack Tate, Fred Lillard, George Cartmell,, Fred Webb, chairman Sick Committee; J. P. Carney, chaplain.

The Ladies' Auxiliary held their fifth annual election of officers at their hall, corner of Cedar stsreet and Tenth avenue, North, Noovember 11, 1916. The annual report was read by the secretary, Annie B. Bowling, showing total receipts for 1916 $463.85.

Disbursements for 1916.....	$339 91
Net gain over 1915	$123 74
Cash in bank	$592 02

Financial members, 179.
Unfinancial members, 27.
Total new members received, 42.
Money due the Auxiliary $38.

The following officers were elected for 1917:

Annie E. Cartmell, president.
Malinda Haynes, vice president.
Annie B Bowling, secretary.
Emma N. Granberry, treasurer.
Mary W. Wright, chairman Sick Committee.
Katie White, asst. chairman Sick Committee.
Queenie DeGraffenried, chaplain.
Malissa Chromer, marshal.

President Bowling and officerrs of the Association and Mrs. Annie E. Cartmell, prisident of the Auxiliary, and officers all deesrve great credit for the nob'e work done during the year of 1916.

Respectfully submitted,
Humphrey Bowling, president.
Wm. Laws, secretary.
Mrs. Annie E. Cartnell, president.
Annie B. Bowling, secretary.

"JIM CROWISM."

Baltimore has escaped the "Jim Crow" street car business, while Louisville, Ky., is menaced by the evil; and if the Knight's bill which recently passed the Kentucky senate becomes a law that community will have been struck two staggering blows within a comparatively short while Segregation stands regardless of the vigorous efforts to dislodge it. It perhaps does not mean a serious inconvenience if any at all. The point is that an element of discrimination is introduced into public laws; a thing of principal is the contention.

It is needless to say that the colored citizens are shocked by this new blow, and which comes after so many years of equality of rights on the street cars. Our country is in no condition to invent new causes for race friction. And if war did not rage around us it would be just as unwise and unsafe to strike at the manhood of a people who are struggling upwards. The laws are known; the spirit of the laws are known. The views of just men are known concerning the operation of customs and the laws. This all being true, it is remarkably short-sighted in legislators to make laws or to establish customs, which, when, in their operations, curtail the privileges of a given people. This is especially true in cases of this kind, in cities like Louisville and Baltimore where the Negroes are progressive in all ways, and where they have enjoyed the privileges of common carriers and streets for residence without restrictions. They are opposed to the backward move and especially the artificial ones that are instigated by others than themselves. Louisville must bestir itself if it would shake off its octopus and other communities like wise if they would escape its merciless clutch.

TRAVELERS' ASSOCIATION HOLDS 3-DAY MEETING

Birmingham, Ala., Oct. 6.—The National Travelers' Association, of which C. E. Howard is temporary president and organizer, Geo. W. Powell, temporary secretary, met here Thursday, Friday and Saturday of this week.

When Dr. Booker T. Washington lived he did all he could to help better conditions on southern railroads towards members of the Race. The object of the association is to secure better accommodations on and in common carriers. Clean, comfortable, sanitary waiting rooms and equal service at depots. P. B. Young of the Journal and Guide says of the association:

In complying with the Jim Crow car laws of the southern states the railroads have, whether they intended to or not, carried out only the spirit and not the letter of the law. The races have been separated, but the accommodations for the Colored have been as inferior to those provided for the whites for the same money as wilful disregard of the letter of the law could make them. And there has been no one to compel the railroads to provide decent, to say nothing of equal accommodations. The railroads knew that they were morally wrong in their enforcement of the law, but they had the backing of the legislative and judicial branches of the government and there has been no crystallized public sentiment against the treatment accorded the Colored people who had to use the common carriers. In recent years Negro organizations have taken the cause up with the railroad authorities direct instead of appealing to conscienceless courts and legislative bodies and there have been marked improvements in the accommodations afforded Colored passengers on many of the southern railroads.

THE NATIONAL NEGRO TRAVELLERS PROTECTIVE ASSOCIATION

We are advised that the National Negro Travellers Protective Association will have their first annual meeting in Birmingham, Ala., Oct. 5, 6 and 7 inclusive. This is a timely organization and meets our hearty approval. The gentlemen who organized this movement deserve great credit, and it will inure to the benefit of the whole race. No people have suffered so much as Negro people in travelling over the railroads. They pay the same fare that other people pay and yet they are Jim Crowed and have to suffer all kinds of humiliation. Too often, cars in which they are jammed are worse than freight cars. There are exceptions of course, on some of the roads, but a majority of them are Jim Crowed unmercifully, and any movement that looks to the betterment of this condition should meet the hearty approval of all our people and the men who have organized in furthering this movement, should have the hearty support of every black man, woman and child in the country. The Independent commends this organization and wish for them much success in this great undertaking.

FIRE CAUSES CHANGE IN "JIM CROW" ST. CAR LAW

CHICAGO DEFENDER NEWS SERVICE

Savannah, Ga., Sept. 15.—The white people of this City have transferred the "Jim Crow" section of the street cars from the rear to the front. They seem to think that the "devil" has possession of the street cars in front, due to a fire that took place on a West Broad street and Battery car line and in order to be immune from him, they have turned the law around so they can ride in the rear. A few evenings ago the car was filled with people and the white people had taken up all of their section of the car and over half of where our people ride. The car caught fire in front, due to a blow-out, the motorman jumped to escape the flames, and the car sped down the street and great excitement prevailed. The conductor stood in the doorway with outstretched arms, yelling there is no danger, but the angry passengers pushed their way to the door and jumped out, many crawled out the windows and leaped to the ground. Three white women were killed and others severely hurt. Not a Race man or woman received a wound. Now that the "devil" has appeared in form of fire in the street car (front part), the rule has been changed and our people are to ride in front. The white man in the south will do anything he pleases to protect himself and never regards the life of others as he does his. Some day, maybe, a happening will take place to wipe out "Jim Crowism" entirely—let us hope that day is near at hand.

"JIM-CROW" CARS IN OHIO AGAIN.

The Willis administration not only permits the segregation of Afro-American inmates at the Ohio Soldiers and Sailors Orphans' home at Xenia, and at the Ohio Girls' Industrial school at Delaware, but is permitting "jim-crow" railroad cars to be operated in Cincinnati and Hamilton county, says our esteemed contemporary, the Cincinnati Union, which is calling on the "beloved young governor" (Willis) and Atty. Gen. Edwin C. Turner to drive them back into the south from whence they come. Twice, some years ago, we induced railroad commissioners of the state to do this same work and hoped that it would never be necessary to do it again. But here they —the "jim-crow" cars—are again. "Eternal vigilance," etc. Our people in Cincinnati should rally around Editor W. P. Dabney of the Union and "get busy," very busy, at once.

BY JIM CROW CAR BILL

Entered in Kentucky Legislature By Man Who Started Street Segregation.

(Louisville News, Wm. Warley Editor once more, Jan. 1916)

Senator Knight, of Louisville, father of city segregation in Kentucky, has introduced a bill calling for separate apartments in street cars. One more humiliation! One more injustice? What are we going to do about it? Sit still as we did in the local segregation case? A mass meeting should be called at once in this city and every other town where cars are urged and delegations be sent to Frankfort where heart to heart talks and personal arguments could be made to the legislators. If there is any reason in Frankfort let us appeal to it at once.